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|---------------------------------|---------------------------|----------------|--------|
| COUNTRY                         | East Germany              |                | REPORT |
| TOPIC                           | Drewitz Airfield          |                | 25X1   |
| EVALUATION                      |                           | PLACE OBTAINED | 25X1   |
| DATE OF CONTENT                 |                           |                | 25X1   |
| DATE OBTAINED                   | PARSED 20 January 1953    |                | 25X1   |
| REFERENCES                      |                           |                |        |
| PAGES                           | 3 ENCLOSURES (NO. & TYPE) |                |        |
| REMARKS                         |                           |                |        |
| This is UNEVALUATED Information |                           |                | 25X1   |

1. Between 9 and 22 November 1952, about 1,100 construction workers were employed at Drewitz airfield. During the period mentioned, 21 trains loaded with a total of 22,313 tons of coal, bricks, cement and lumber arrived at the field. From 7 through 13 December, 14 trains loaded with 9,767 tons of such materials arrived. 25X1
2. On 4 December, [ ] billets were under construction along the Jaenschwalde-Grabkow railroad line. A four-story building, about 50 x 15 meters and eight two-story brick buildings with tile roofs each measuring about 35 x 10 meters were completed. A large number of similar buildings was still under construction. After dark, the airfield was lighted by spotlights so that work could be done at night. Standard and narrow-gauge railroad connections were available. Sizable quantities of construction materials were stored at the Jaenschwalde, Grabkow, and Kaltenborn railroad stations. 25X1
3. On 19 November, Heinrich Rau, Deputy Prime Minister of East Germany, inspected the construction site. He was accompanied by three Soviet officers, four VP officers and six civilians. Rau took particular interest in the work, which was accelerated after his visit. 25X1
4. In early December, [ ] nine two-story buildings under construction. They were provided with basements, which had concrete ceilings 50 cm thick. The ceilings were supported by iron girders type 35. A U-shaped building, apparently an administration building, was nearing completion. Its completion date was allegedly set for 21 December. A single-story house for cultural use was under construction in the area of the 10 temporary buildings on the other side of the Cottbus-Guben railroad line. The completion date of the cultural house and of the temporary buildings was 21 December 1952. Five of the temporary buildings housed male and female workers although doors and panes were still missing in some of them.

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5. Because of unfavorable weather conditions, work on the runway completely ceases on 29 November. The subgrade of the runway was completed, while 12 sections each 4 meters wide were still missing in the top layer. Work on the taxiway had not been resumed. In early December, clearings 150 meters long and 100 meters wide were made in the wooded area on both sides of the runway. Prior to 5 December, five such lanes had been established. Leveling work was also observed in the vicinity of the runway. Special stoves were put up to thaw the frozen ground. <sup>1</sup>
6. Part of the workers of the foundation and construction firm in Halle and the road and railway construction firm in Torgau, who had been employed at Drewitz were transferred to Preschen near Jocksdorf. Those construction workers who could not be employed because of the sub-zero temperatures were paid 60 percent of their average wages. <sup>3</sup>
7. By 10 December, the difficulties in obtaining cement, which had delayed construction work on the runway of the field, had been eliminated. However, the runway could not be completed by 15 December as scheduled. The new completion date was fixed on 21 December. <sup>1</sup> this date could be met if the weather continued to be normal. The southwestern section of the runway was completed while one third of the top layer of the northeastern section of the runway remained to be done. After completion of surveying, work on the construction of the taxiways was to be started after 10 December. The clearing work required for this project was completed in the western and northern sections of the field. In early December, about 2,500 workers were employed on sub-terrain construction work.
8. In early December many workers were employed on the construction of buildings, and the work was going rapidly. Work on the construction of the road running to Jaenschwalde south of the railroad line in a southwesterly direction also made good progress. The foundation of the road was completed. <sup>1</sup> this road was to be provided with a stone surface. <sup>1</sup> hangars and repair hangars were also scheduled to be constructed at the field. <sup>1</sup>
9. In early December concrete slabs as used for the construction of shrapnel-proof aircraft revetments were delivered to the field from Welzow. <sup>4</sup>
10. The progress of construction work at the field was checked, at short intervals by supervisor Fischer (fnu) and Herr Kunze (fnu) from Berlin. Herr Kunze was previously employed at Werder. Both of them wore Volkspolizei uniforms. Fischer wore braided epaulets with two stars, while Kunze had braided epaulets without stars. <sup>1</sup> Drewitz airfield was to be used by the VP. <sup>1</sup>
1. Comment. The report furnishes a good survey of the status of construction work at Drewitz airfield. The information contained in it indicates that the runway 2,500 meters in length and 80 meters in width was to be completed as the first construction stage, presumably by late December 1952. Of the buildings under construction at the installation, 1 four-story building and 8 two-story buildings were completed and many other buildings were still under construction. It is of interest that the information in paragraph 4 indicates that the

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buildings were designed to withstand air raids. The information available on the construction of hangars is contradictory.

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the construction of two hangars with data on their pin-point location and size, but in paragraph 8 of the present report hangars were scheduled to be built. However, it is believed that hangars will be built at the installation.

The information on the dispatch of construction materials to the field and the storage of such materials at the neighboring railroad stations indicates that extensive construction work will continue at the field, probably through the summer of 1953, as is indicated by the fact that the completion date for the taxiways is 1 July 1953. It may be assumed that construction work at the field will not be completed before late 1953. The exact number of construction workers employed at the installation is not known. A work force of 1,100 men was reported

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In early October 1952, a total of 1,900 construction workers was employed at the field.

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Comment. It appears probable that some of the construction workers were transferred from Drewitz to Jocksdorf during the winter months, because preparatory work for an airfield construction project can be done there.

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Comment. This statement confirms previous information on the manufacture in Welzow of concrete slabs used for the construction of aircraft revetments.

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